

plague and other infectious diseases, have impressed most people. It is to be regretted that the gentlemen engaged to rebut the statements in the Petition were not as reasonable. Unlike them H.E. is evidently open to conviction. Regarding the serious condition of affairs, he requests the services of an expert. This, of course, had been suggested previously to H.E.'s dispatch. In his third letter of "Scrutator" (a copy of which had been sent to the Colonial Office a month before) in numerous Press telegrams, and in the local newspapers. Therefore H.E. is to be praised for his prompt and sympathetic action in response to the manifest wish of the community. It is a tribute also to the utility of the local Press, which Officials are not apt to recognize until somewhat late in the day.

In par. 3 H.E. points out that he has "observed some mysterious connection between rinderpest and plague." H.E. is probably unaware that this was thrashed out in 1893, when Staff-Surgeon Wilm identified the bacillus of plague and rinderpest as the same, a statement which unfortunately was completely disproved by Koch during his researches in South Africa.

In sub-section (f) H.E. describes the Tung Wa Hospital as "an excellent charitable institution supported entirely by the Chinese." This hospital is in receipt of a large Government grant. In par. 5, when the health of the only trained sanitary inspector broke down, H.E. "recommended" the appointment of an assistant medical officer of health. For two years the Sanitary Board have been urging the appointment of an assistant to Dr. Clark. In par. 6, it is stated that the public Press published letters and articles "that increased the alarm." Apparently this is a reference to the articles and correspondence which appeared in the newspapers, pointing out the existence of grave scandals, the apathy of the Government and its inability to adequately cope with the disastrous situation. When within a few weeks—no more than a few—twenty-five Europeans had been attacked and nine had died, surely "the alarm" needed no incentive from the newspapers. The articles in the Press were endorsed by every doctor and civil engineer in the colony, and the Government naturally did not appreciate the publication of the true state of affairs. The Government was not slow to avail itself of several good suggestions made by that name newspaper correspondence, though the local and sporadic efforts had but little effect in causing the gradual disappearance of the epidemic. The Military authorities, likewise, but unlike the Government, have not hesitated to acknowledge such indiscretions.

In par. 7, H.E. refers to his possible theory that the plague epidemic arose to atmospheric conditions which is somewhat analogous to the idea that malaria is due to miasma. There are but few laymen who dare venture to discuss the clinical aspects of plague and H.E.'s courage in doing so is worthy of admiration if unsafe for general speculation. Personally the writer favours H.E.'s "atmospheric theory"—that is in Hongkong—for if H.E. in his rambles will get within even a thirty yards' radius of one of the shafts of our local drains—the system of which we are told is so perfect—he will be at once convinced that not only plague but many other deadly diseases are traceable to Hongkong's "atmospheric condition."

H.E. surely cannot be serious in writing "I have no reason to believe that the sanitary staff are not doing their duty faithfully?" If so, then he is an unconscious humorist. The sanitary staff are absolutely inefficient—and inefficient—that is the Petitioners pointed out. A Sanitary Inspector takes two months to visit thoroughly his health district, a duty which should be done daily, and there is but one inspector for the whole of the markets in the colony. H.E. goes on, "and if they are, then with the large powers given to the M.O.H. there should not be in Hongkong a house unfit for habitation, nor should any house be permitted to continue in an insanitary state." With due deference and respect to H.E., this may be described as absolute nonsense. H.E. should know—and as Mr. May once pointed out, it is the duty of a Governor to know—that houses unfit for human habitation have been repeatedly closed by the Sanitary Board and illegally re-opened under the nose of the police. There are numbers of houses absolutely insanitary which the law cannot touch, and the Government knows well that half the Chinese buildings in the colony are insanitary owing to the habits of the Chinese, the majority of whom do not hesitate to use downy rain-pipes, even closely adjoining their kitchens as urinals, and W.C.s, and jam bins and rubbish into pipes not intended to receive it. The report on the Sanitary Board page 17, is eloquent comment on H.E.'s statement.

In connection with H.E. having ordered wheeled ambulances, replacing the poles along on poles, it must be remembered that the Sanitary Board asked for launches and ambulances, but could not get them "on account of expense," and ambulances were finally given on the strong memorandum sent in by Dr. Bell.

In par. 8 H.E. diplomatically remarks that as "obtained from Major-General Cassaigne the services of Dr. Stewart of the Indian Medical Service to relieve Dr. Thomson from his duties as medical officer of the gaoi, so that his entire time should be devoted to plague work." Those who read "Scrutator's" third article will recollect the original negligence which was pointed out in connection with the Plague Hospital, and though it may be quite true H.E. applied for Lieut. Stewart, I.M.S., yet H.E. omits to state that Lieut. Stewart never acted as a surgeon but was acting as assistant in the Civil Hospital, from the early part of the year. Dr. Lamont, a French physician, was gazetted for duty at the gaoi two days after the article describing the scandal appeared, and is still acting. This error is made in two places in the book, and suggests a difficulty in giving further publicity to the management of a French doctor.

In par. 11, H.E. refers to that very excellent innovation, the introduction of public bath-houses for Chinese. H.E. has deservedly received much credit for having sanctioned what the Government had hitherto persistently neglected, though recommended by Mr. Chadwick. As far back as 1892, the Sanitary Board proposed the erection of ten bath-houses—a proposal ignored by the Government. A few public baths for poor Europeans would also be appreciated.

In par. 12, reference is made to efforts to combat the disease, which unfortunately seemed to be unavailing. In this connection it should not be forgotten that the Legislative Council prevented the cleansing of the villages, and the Government did not move in the matter. Last February the Sanitary Board could obtain no sanction or assistance to carry out prophylactic measures.

Par. 13 hardly harmonises with the second part of par. 7, but it is conceding to know that the possibilities of future cost are not likely to exceed the past waste. H.E. is hardly correct in stating that Mr. Chadwick's reports are being widely read and considered, because there are only known to be two copies of the Report. In the colony, one of which was placed at "Scrutator's" disposal by one of the pestilential local agitators, and was used in compiling the Petition. I doubt if the Government actually possesses a copy. It is a pity this was overlooked by the compilers of the Memoranda, as it might indeed have formed an excuse for the Export's reforms never having been carried out!

There is nothing more in H.E.'s report that calls for special comment. The local medicals, as might be expected, are sceptical of H.E.'s theories concerning plague, and regard even with levity H.E.'s references and conclusions. Professional men were ever thus opposed to the investigations of the layman, but the pursuance of such studies, even if the ultimate conclusions be denied acceptance, is worthy of much praise, and such devotion exhibits an earnest desire to do something for the benefit of an afflicted community. Unfortunately this is the age of specialists, and it may be argued that H.E.'s energies might be more profitably devoted to less technical subjects, and the investigation of plague left in the hands of those trained to deal with it. The expected arrival of the new bacteriologist should, however, not at all atone for this point.

In H.E.'s covering letter of 18th July, 1901, addressed to Mr. Chamberlain, there is only one paragraph that need be referred to, as the other statements are taken from the Official Memoranda, to which I intend to refer in a second article.

In par. 2, H.E. "fears the signatures to the Petition were not acquainted with the facts." It may be fairly pointed out that to their regret the majority of the Petitioners had experienced the facts contained in the Petition; and, furthermore, that in the Official explanation of the one "terrible difficulty" among others that the colony is placed in, none of the facts quoted in the Petition, mainly from Official documents and utterances, were disproved by the Official trio whose duty it was to explain, admit or refute them—or better still to leave them alone.

H.E. is needlessly going out of his way in stating "I observe that some of the signatures are those of aliens. The few Chinese whose signatures were obtained are, I am informed, men of small consideration among the Chinese community." Considering that the aliens pay rates and taxes, like the Chinese of much consideration who did not sign, they are surely entitled to the privilege of asking for adequate sanitary surroundings, nor are their lives of less value than those of other ratepayers. Such a theory is contrary to all British ideas of justice. As for the Chinese, H.E. was no doubt well aware that among the few who expressed a desire to sign, there were no less than four Chinese medical men, graduates in Western science; a Chinese lawyer and several newspaper editors. The others signatories were mostly leading store-keepers—men who usually know what they are doing, and are not exactly suckling babes. The Government, in fact, were well aware that Chinese signatures were not solicited, as they were unnecessary for the purpose the Petitioners had in view, and none must regret the lack of Chinese signatures more than the Government. What an opportunity it would have given the Trio for discrediting "Chinese opposition to Sanitary Progress!" Lacking this they fell back on the unscrupulous landlords! It has been alleged, and not without reason, that the Government were indirectly concerned in the attempted opposition Petition from the Chinese. But this collapsed, and with it may also be buried other memories. *Requester in pace!*

SCRUTATOR.

An amusing incident occurred at a meeting of an X-ray society recently held at a fashionable hotel in New York. The rays were suddenly turned on a lady member, and revealed a spoon concealed in her corset. It was just after the society's dinner, the woman having taken the spoon as a souvenir. The discovery took the offender completely by surprise, and caused considerable merriment. The confused culprit blushed and stammered at this startling revelation of her guilt, and confessed that she had merely taken the spoon as a memento of a very pleasant evening. Some other lady members exonerated themselves in various ways from being experimented on. Hotel proprietors are now thinking of employing the X-ray apparatus as a safeguard for their silverware.

LATEST STEAMER MOVEMENTS.

The Indo-China steamer *Kumang*, from Calcutta and the Straits, left Singapore for this port on the 2nd inst., at 4 p.m.

The N.Y.K. steamer *Kamakura Maru* (American Line) left Kobe via Shanghai for this port on the 2nd inst., and is expected to arrive here on the 10th inst.

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THE THEATRE.

The Australian Vandell and Specialty Company gave another very successful performance on Saturday night, before a large audience, the bottom portion of the house being filled to overflowing. The programme was an entire change of that which had been given at the previous performances, and the entertainment went off with a capital swing. The opening chorus of selections from "The Geisha" was remarkably well rendered and was loudly applauded. "The Carnival" Miss Jessie Ford rendered very artistically, and with the excellent artistic singing of Miss Beatrice Ward, kept the performance from deteriorating entirely to the level of comic songs. In her song "One heart divine" Miss Ward was heard to much advantage, and was recalled. The other portions of the first part of the programme were made up mostly of comic and song songs with which the company gave much pleasure to the audience. Mr. W. F. Cullen sang several baritone songs, and was recalled; we have half a dozen amateurs who would give the "eminent baritone" points in singing. Mr. Sam Rowley has a wonderful voice, which was thrown away on the nonsense he sang, though he was very funny and was encored. The Sisters Linwood gave a very pleasing dance, and were followed by Miss B. Ward in her careful rendering of "If all the stars were wine." One of the best numbers of the programme was the clever operatic sketch by Miss Annie Moore and Miss Jessie Ford of "Oh my daughter" from *The Gaiety Girl*. Miss Moore's representation of the person was remarkably good, and Miss Ford made a pretty daughter. These two young artists have grown much since they were before an Eastern audience with Pollard's Lilliputians, but they have lost none of their former skill. Miss Ford's voice, if well trained, gives promise of a successful future in operatic work, whilst Miss Moore should, with her marked ability, take a prominent place in Australian dramatic circles. The company will repeat their performance nightly, and it deserves to be well patronised by those partial to a variety performance.

POLICE COURT.

Saturday, 3rd August.

BEFORE MR. HAZELAND.

DISHONEST RICKSHA COOLIE. Capt. Mirles told his ricksha coolie to wait for him while he went into the Hongkong Hotel, at the same time leaving a parcel, containing one pair of canvas shoes, two belts and a shirt, total value \$7, in the ricksha. When he returned from the hotel, coolie, ricksha and parcel had disappeared. Accused pleaded guilty, and was sentenced to three weeks' hard labour.

MORE GAMBLERS.

P. S. Gordon, No. 38, had a squad of twelve men, caught gambling at Hongkong, before His Worship.

First and second defendants were fined \$10 for keeping a common gaming-house, and the rest \$3 or seven days for frequenting a common gaming-house.

Inspector McDonald of Hongkong station also had a batch of nine gamblers before His Worship. The first and second accused were fined \$15, and the rest \$3 or eight days.

DRUNK AND DISORDERLY.

Private Thos. Davis, R.W.F., for being drunk and behaving in a disorderly manner in Kowloon was fined \$3 or seven days.

BURGLARY AND THEFT.

Lui Shing, for burglariously entering a house at Shek Pitt Chung and stealing therefrom a quantity of clothing, received six weeks' hard labour.

Theft of 150 lbs of coal brought Chan Cheung a fine of \$10 or three weeks. Theft of a tin box, leather trunk, four pieces of clothing, a gold mounted watch, a bangle, an opium pipe, three money receipts and ten pawn tickets (total value \$18), cost Chan Kaun and Wong Kin two months' hard labour.

UNLAWFULLY BOARDING A STEAMER.

A Chinese was fined \$10 or fourteen days hard labour for boarding the *Yuen-sung* without permission from the master of the ship.

OCEAN DERBY—RACE BETWEEN CRUISERS.

From home papers by the English mail we learn that on the 4th ult. a great race designed to test the value of water-tubes as opposed to cylindrical boilers entered upon its first phase, when the second-class cruisers *Hyacinth* and *Mimera* left Plymouth on their rush to Gibraltar.

Poor naval events for years have aroused so much interest in this, but the outward journey to the Rock port is to be less exciting than the homeward one, which will end at Portsmouth. Both cruisers have had their bunkers filled with specially hand-picked coal, great care being taken to ensure that fuel of equal quality was given to each. They are to burn this all out while travelling at a speed of sixteen knots, and then put into Gibraltar, where their bunkers will be replenished on the same plan.

Then will begin the contest in earnest for the two cruisers are to race at top speed for Portsmouth. The officers of each ship are entering with great zest into this Naval Derby, but *Hyacinth* is a decided favourite. Both ships are supposed to be of equal speed, but in 1898, during some trials off Gibraltar, the *Mimera* defeated the *Hyacinth*, a sister ship to the *Hyacinth*.

In the competition trials, which ended a week ago, however, the *Hyacinth* on the whole showed a better speed result than did the *Mimera*, and it is understood that the *Hyacinth*'s officers are so sure of winning the race from Gibraltar that they have offered to bet the *Mimera*'s officers a dinner that they lose.

The members of the Boiler Committee are to divide into two parties, some going in one ship and some in the other to watch the progress of the race. On the subject of legions, a Scotch minister relates the following anecdote. To a parishioner who called on him, he said: "Well, Sandy, what can I do for you?" "I've a bairn to baptize," answered Sandy. "But are you prepared for that solemn occasion?" answered the minister. "Certainly," said Sandy; "I've laid in twelve bottles of whisky and a new shawl."

THE NAVY LEAGUE AND THE MEDITERRANEAN.

The message from the Mediterranean fleet to the British public is very ably delivered in the columns of the *National Review* by Mr. Arnold White, M.P. Thrice during the past year, Mr. White tells us, he has visited our chief fighting fleets, and in the course of these journeys, he writes, "I have discovered that the fleet has formulated a message to the people of England." How far Mr. Arnold White is the accredited messenger of the admirals and captains of the British squadrons is not revealed, but he assures us that the naval officers with whom he has been brought into contact are absolutely unanimous in considering our naval position, and especially that of our Mediterranean fleet, dangerous. Mr. Arnold White opens his excellent paper with an eulogy of the personnel of the Royal Navy. The officers are rigidly loyal to their chiefs, and do not, he says, criticise them. They have no influence with the Press, or at Court, nor any in Society. They are younger sons, members of hereditary naval families, or poor men to whom "duty, discipline, and silence are second nature." This eulogy is well deserved, and Mr. White's object in making it is to impress upon the public the fact that naval officers, even those in high command, will not speak or write of the faults and shortcomings which form the basis of his article. The one exception, perhaps, is Lord C. E. Boscawen, who is given this gift of silence by the Press, or at Court, nor any in Society. They are younger sons, members of hereditary naval families, or poor men to whom "duty, discipline, and silence are second nature." This eulogy is well deserved, and Mr. White's object in making it is to impress upon the public the fact that naval officers, even those in high command, will not speak or write of the faults and shortcomings which form the basis of his article. The one exception, perhaps, is Lord C. E. 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Hongkong, 17th July, 1901. [179]

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Hongkong, 26th July, 1901. [1876]

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Hongkong, 20th September, 1900. [1869]

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TELEGRAMS: "CARMICHAEL," HONGKONG.
A B O Code, 4th Edition.
A I Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 21st June, 1901. [1554]

OUR PARIS LETTER.

Paris, 5th July.

Whenever the French do agree together, their unanimity is wonderful. They are now one as regards suppressing the furious driving of motor-cars. That is a boon and a blessing. A moderate rate of speed was accepted, but that toleration soon degenerated into licence. It was said that spinning along the highway at 50 miles an hour, with its moving accidents by flood and field, proved a remedy for neuritis. In France, that is to say, Paris, motors will be limited to a maximum speed of 15 miles an hour, while the said vehicles must have displayed in conspicuous mammoth figures its number, as registered at the tax office and at the Prefecture of Police. There are proprietors of motor-cars who always want to astonish the natives, and who rush headlong on the road regardless of consequences to everybody and everything. They are simply lunatics. Sometimes they are captured, and being mostly rich, have to pay dear for their enjoyment. In the courts, they have only to pay the fine, but outside they privately arrange for all claims of compensation. Go-carts, costermongers, market-carts, etc., all are fair quarry for the motor. Being such warm friends with Russia, the French Automobile Club ought to be able to supply the Muscovites with manufacture "cripples" for speculative mendacity with the victims made by their motor-cars. The ladies display a marked desire for furious driving when in charge of a car. As they have passed their examination to become a qualified chauffeur, and thus have been delivered a driving licence which they carry on them in a card-board case, along with their photo, they are difficult to deal with. "It is the pace that kills," said Lord Palmerston of old.

The bill on the regularisation of the religious monastic orders has become law. It was freely predicted that were such a measure voted, the paving stones, in Paris at least, would rise in mutiny. Fiddlesticks! the nation is as quiet as a lamb, and is occupied with nothing but the heat, storms, and rain. Not a voice is raised for the invasion of England, even when the French fleet is practising high jinks in the Mediterranean. All societies not provided with permission to pitch their tent in France, or governed by a foreign council, have three months' grace to fold up their tents like the Arabs, and as quietly steal away. If they cannot establish other than clerical rites, their property will be confiscated for the benefit of the poor, sick, and indigent. The Jesuits will thus be severely hit. They and their confreres must petition for leave if they want to keep their flourishing scholastic establishments "going concerns." That would mean complete subjection in studies and teaching to the Minister of Public Instruction. As no favours will be granted, the monks of Chartreuse will have to part with their mountain factory to a lay body. They cannot distil their liqueurs elsewhere, for the herbs or plants employed only grow in a limited region round the monastery. However, after a little time, when the defuncts recover from their wounds, they will no longer be making political warfare against the Republic and there will be peace—at all events within its walls.

The French naval authorities are giving great expansion to their autumn manoeuvres. The problem to solve is, how to prevent a fleet coming to reinforce that of an enemy in the Mediterranean; in other words, how keep the English Channel Squadron from joining its larger squadrons in the Great Inland Sea. France would employ all her resources in Algeria, Tunisia, and her Continental coastline to accomplish the desired solution. England has only to have plenty of battle-ships, cruisers, and torpedo-destroyers. These the French know she will possess. They note the excitement prevailing in Great Britain over some defects in the navy; but they do not at all consider that such expose her to the mercy of an enemy. In provoking a war, the French will write and orate, but to get them to join an invasion, run wholly by themselves, that they will never do. England has her plan out and dry for defence and attack. She can just as well purchase allies in the market as France, and even better. And the French now recognise that by trotting out the invasion of the British Empire—a big order—she has taught the English how to quietly arrange for the partitioning of France. "The villainy you teach me, that I will execute," said Shylock. There are good bits of French territory that England could tempt Italy, Germany, and Spain to aspire to, backed by her aid. And no one believes that the unity of France, distracted by so many parties, would long survive internal convulsions. In 1870, Emile de Girardin, the self-appointed national medicine-man, proposed the breaking up of France into federated states. But Alsace was amputated, and remains out of all plans of Gallic unity. France has plenty of work to do to keep her budget balanced on the right side, to develop her colonies, to expand her trade and commerce, and to supply the "big brother" with loans, instead of fooling herself over invasions.

A new smart set has come to life in Paris, and compete with horses, bicycles, and motor-cars. They are the "Zoophiles." One Spanish lady drives a tandem with a pair of bullocks in the Bois de Boulogne; Madame Rajano, the actress, drives her phantom zebras; Madame Sarah Bernhardt's alligators are being trained; an Egyptian lady drives a splendid turnout of four large asses; a señora from Madrid has her mules and bells; and Danish dogs draw children's carriages, as do also goats. A showman has solicited permission to drive his mail-cart with a lioness and a tiger harnessed thereto. A few elephants and camels could be loaned, as well as giraffes. The resources of civilisation are unlimited.

England complains of being cut out of the locomotive market by the Americans, who make the machines more rapidly, cheaper, not so well finished, but possessing excellent works. The

French Legislature has learned the horrible news that the Great Northern Railway of France has become so degenerate in its patriotism as to lay in a stock of locomotives, manufactured not in the States, but in England. The Ministry said the company was short of engines, the order could not be executed in France and English machines were judged as more superior to those built in America.

It is a puzzle to the French themselves, what is their object of building up so huge a navy when their commerce is modest, while if they but kept themselves quiet, and left their neighbours alone—a most difficult exaction—no one will or would interfere with them. Germany has not touched them since 1870, and it was only when ex-Foreign Minister Hanotaux practised his "aimless" with Marchand at Fashoda, that England pulled him up. France is to have a submarine fleet of 60 vessels, supplied with lime-plaster for the crews to render them proof against vitiated air. The fleet on leaving Ajaccio were surprised to find that the battleship Jauréguiberry had been struck by a dummy torpedo. The destroyers in vain searched for the concealed foe that could not be found. When the coast was quite clear, the submarine Gustave Zede, rose to the surface, and wished the "top of the morning" to the Maritime Prefect. But in time of war, will it be so easy to so creep upon a battleship? Of course, no independent eye witnessed the incident in question.

M. Paulin is the accepted "beggars agent" of Paris. He has the crank instead of keeping a racing-stud, a yacht, or a mile-a-minute motor, to have quite an arsenal of disguises, personal and accessory. He makes himself up in every form of beggarhood, and his appliances; he has monkeys, and barrel-organs, dogs that hold collecting-baskets in their mouths for the smallest contributions; he has a collection of false noses, whiskers, wigs, and similar paraphernalia, as would fit out an opera or masked ball. He is very rich too, and gives more than a touch of all he possesses to the poor. But his end is, to be allowed to beg when and where he pleases; the police have instructions to never interfere with him. He usually collects some 40 francs a day, and as much as 100 francs—when the times are very bad. His working day—often more than eight hours—over, he regains his carriage at an appointed place, drives to the Prefecture of Police, and hands in for the poor the net proceeds of his solicitations. He makes most money on Sundays, when rigged out as an old deaf, dumb, and blind beggar, accompanied by his dog "Timon."

Jean Legoff concluded he could tap that sort of thing advantageously. He set up in the beggar line, and made 30 francs a day for some years; that kept him up as a very fashionable and smart member of society, and a well-known boulevardier. But a policeman observing Legoff, who is a Russian, recognised the swindler, despite his ragged attire, soliciting alms in the street. He will have to retire to private life for a month to cease to do evil and learn to do good.

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Hongkong, 14th February, 1901. [50]

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FURNITURE STORE.
PLATED GLASS & CROCKERY WARE
Also FOOCHOW LACQUERED WARE.
FURNITURE on HIRE—
68, QUEEN'S ROAD CENTRAL.
Hongkong, 1st May, 1901. [1146]

NOTICE.

THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO.,
11, Duddell Street.
Hongkong, 2nd August, 1901. [1934]

THEODORO VAFIADIS & CO.

MANUFACTURERS OF

HIGH CLASS
EGYPTIAN CIGARETTES.
FACTORY, CAIRO (EGYPT)

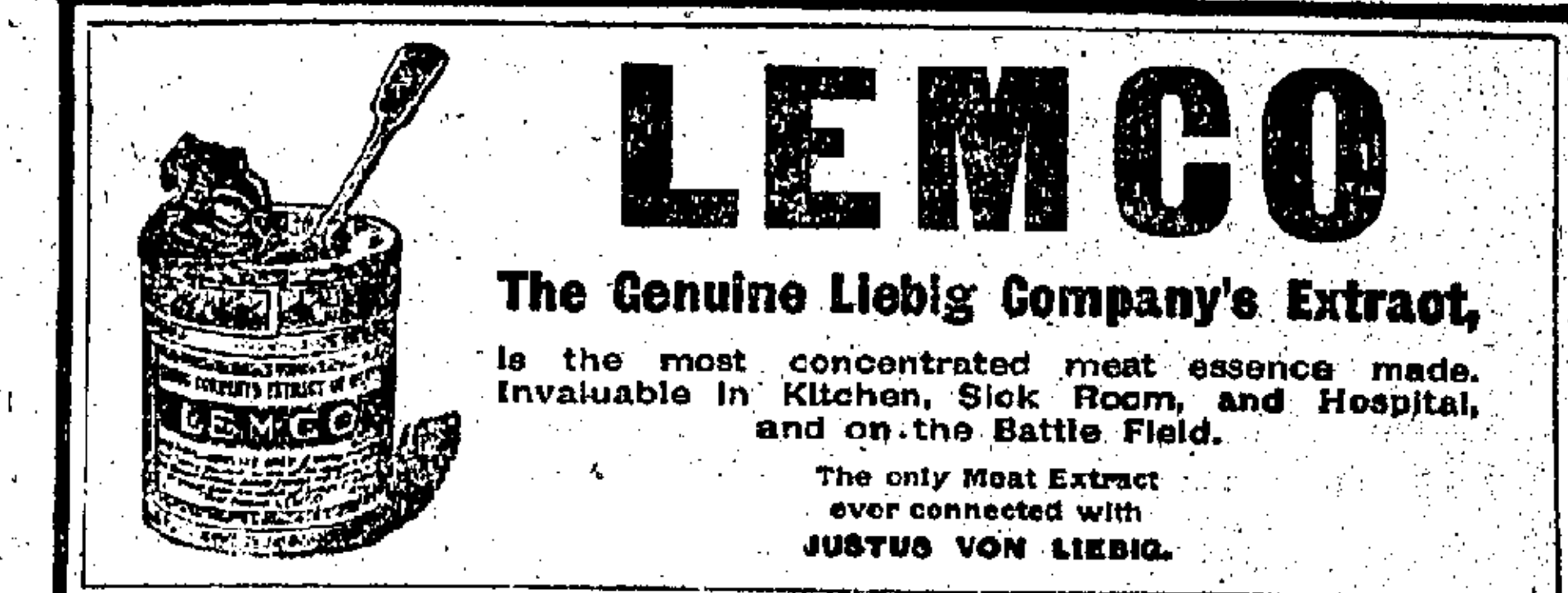
CLOSE TO H.E. NUBAR PASHA'S PALACE.

BRANCHES.

BOMBAY 20, Esplanade Road. | RANGOON 72, Merchant Street.
CALCUTTA 4, Dalhousie Square. | LONDON 19, Basinghall Street, E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS

MESSRS. KRUSE & CO.,
HONGKONG.



LEMCO
The Genuine Liebig Company's Extract.
Is the most concentrated meat essence made. Invaluable in Kitchen, Sick Room, and Hospital, and on the Battle Field.
The only Meat Extract ever connected with JUSTUS VON LIEBIG.

[1970-1]



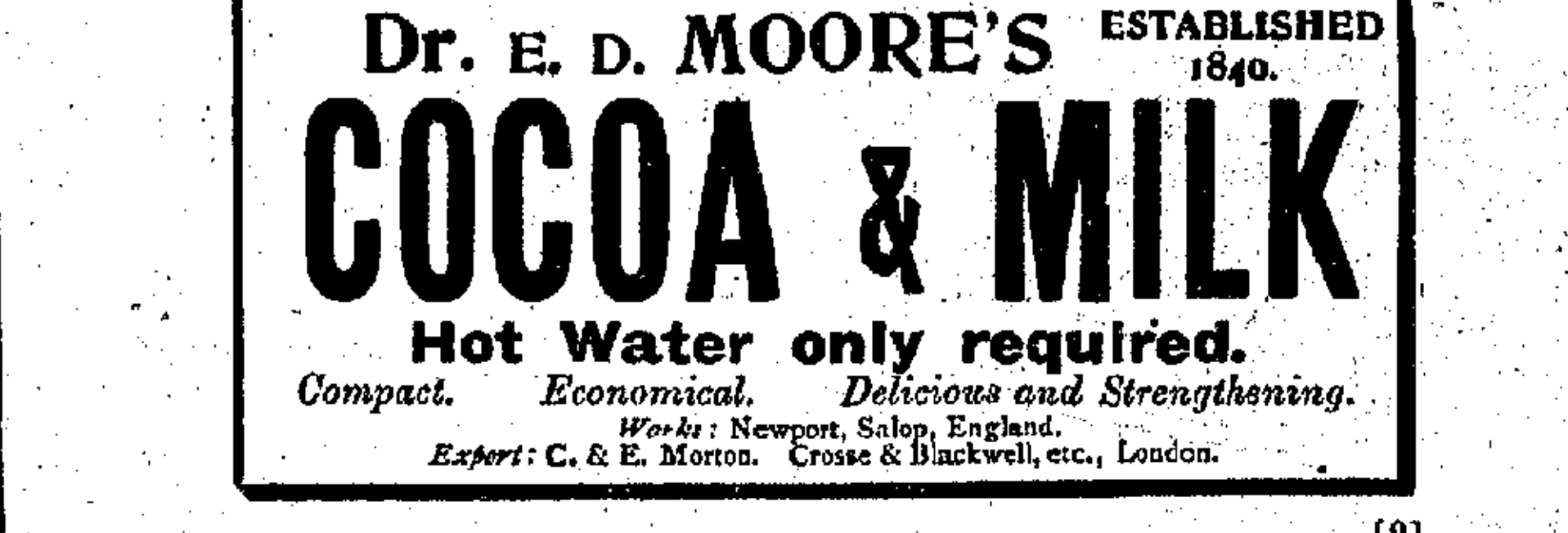
Put
"VIKING" NAVY CUT
IN YOUR PIPE
& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-1]




DINNEFORDS
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.
DINNEFORDS MAGNESIA
Sold throughout the World.
N.B.—ASK FOR DINNEFORD'S MAGNESIA.

[918]



Dr. E. D. MOORE'S ESTABLISHED 1840.
COCOA & MILK
Hot Water only required.
Compact. Economical. Delicious and Strengthening.
Works: Newport, Salop, England.
Export: C. & E. Morton, Cross & Blackwell, etc., London.

[91]



TRY
NAVY CUT
ATC
A GENTLEMAN'S SMOKE
Supplied in Three Grades.
Mild Medium & Strong.
PACKED IN
AIR TIGHT VACUUM TINS
MANUFACTURED BY
THE AMERICAN TOBACCO CO. U.S.A.



SWEET SALT
Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Damages.
Sole Agents for China.
LUTGENS, EINSMANN & CO.,
Hongkong, 31st August, 1897. [1372]

[1735]

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DOMENEUS"	On 9th August
GLASGOW and LIVERPOOL	"ORESTES"	On 13th August
GLASGOW and LIVERPOOL	"AJAX"	On 20th August
GLASGOW and LIVERPOOL	"TYDEUS"	On 28th August
GLASGOW and LIVERPOOL	"PYRRHUS"	On 4th September
HOMEWARDS.		
LONDON	"DEUCALION"	On 8th August
LONDON	"PELUS"	On 20th August
LONDON	"STENTOR"	On 3rd September
LIVERPOOL DIRECT	"PATROCLOS"	On 10th August

Hongkong, 17th July, 1901.

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
FOOCHOW & SHANGHAI	"WHAMPOA"	On 7th August
Kobe & MOJI	"NINGPO"	On 9th August

* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE
Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other ports of the United States in connection with the
GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship
"YANGTSE"
6,457 Tons, Commander H. L. Allen, is due here on 6th August, and will have quick despatch. For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 20th July, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY
Operating the New First Class Steamships
"INDAVIDE", "INTRAURA",
and "KNIGHT COMPANION",
between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, Kobe and YOKOHAMA.

THE Steamship
"KNIGHT COMPANION"
will be despatched for Portland (Or.) on WEDNESDAY, the 7th August, at 3 P.M. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.
For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 31st July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"HUDSON" About 7th Aug.
"HEATHBURN" About 15th Aug.
"JUPITER"
"MOGUL"
"KURDISTAN"
"SATSUMA"
"LENNOX"
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 24th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.
THE Company's Steamship
"MAIZURU MARU,"
Captain K. Sadao, will be despatched for the above ports on WEDNESDAY, the 7th August.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship
"ANPING MARU,"
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 14th August, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 31st July, 1901.

FOR NEW YORK

THE 3/3 A.I.I. American ship
"L. E. OLIPHANT,"
shortly expected here from KORE, will load for New York on 15th August, and will have quick despatch. For Freight, apply to
ARNOLD, KARRBERG & CO.,
Agents.
Hongkong, 2nd July, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.

THE P. M. S. S. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, Kobe, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 6th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, or a Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 24th July, 1901.

NAVIGAZIONE GENERALE ITALIANA
(TORINO AND RUBINATO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUET, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all Mediterranean, Adriatic, LANTZING and SOUTH AMERICAN Ports up to CALAIO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"BORMIDA,"
Captain D. Costa, will be despatched as above on TUESDAY, the 13th August, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 31st July, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN FRANCISCO via MOJI, Kobe and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th July, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"GUTHRIE,"
Captain McArthur, will be despatched for the above ports on THURSDAY, the 15th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th July, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the
GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply to
THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to
GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 25th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the
CRISTINA STAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, EGYPT, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON SATURDAY, the 10th August, 1901, at 6 P.M., the Company's Steamship "ERIDAN," Captain Ristorelli, with Mails, Passengers, Specie and Cargo, will leave this Port for SAIGON.

This steamer will tranship her Passengers and Cargo at Saigon to the s.s. *Sinal* for MARSEILLES via BOMBAY.

The above steamer connects at COLOMBO with the s.s. *Ville de la Ciotat*, which vessel takes on her Passengers and Mails, leaving that port on the 24th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Bills will be granted till Noon. Cargo will be received on board until 3 P.M. Specie and Parcels until 3 P.M. on the 10th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Values of Packages are required.

For further particulars, apply at the Company's Office.
P. DE CHAMPMOBIN,
Acting Agent.
Hongkong, 31st July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"COROMANDEL,"
Captain F. W. Vibert, R.N., carrying His Majesty's Mails, will be despatched from this Port for Bombay on SATURDAY, the 17th August, at Noon, taking passengers and cargo for the above ports.

Silk and Valables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and values of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 5th August, 1901.

FOR NEW YORK.

THE 3/3 A.I.I. American Ship
"MANUEL LLAGUNA,"
will load during September and October, sailing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 11th July, 1901.

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"TANTALUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Godown Company, Ltd., in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 18th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd August, 1901.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MOGUL"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th August, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 9th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED,
Agents.
Hongkong, 30th July, 1901.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"LIGHTNING,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Good will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M., on the 3rd inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 1st August, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MASSILLA"

FROM LONDON, PORT SAID, SUEZ COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on Cargo—
From London, &c., or s.s. *Victoria*.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, 2nd inst.

Goods not cleared by the 8th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE,
Superintendent.
Hongkong, 2nd August, 1901.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE"

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 5th August will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 5th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 30th July, 1901.

STEAMSHIP "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, or s.s. *Combedou*, from Bordeaux, or s.s. *Ville de Constantin*, and *Ville de Lorient*, from Havre, or s.s. *Combedou*, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON-TO-DAY (MONDAY), the 29th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 5th August, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 5th August, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMOBIN,
Acting Agent.
Hongkong, 29th July, 1901.

INTIMATIONS

FOR SALE.

A COUNTER 24 feet by 4 feet 6 inches with Teakwood Two-Shelf Stand on Top and Shelving below.

Apply to—
W. BREWER & CO.,
Queen's Road.
Hongkong, 13th July, 1901.

CARTRIDGES.

NOBEL'S SPORTING BALLISTIFE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—
Loaded with With Powder
Powder only, and 1 oz of Shot

Primrose Cases . . . \$5.65
Pegamoid Cases . . . 6.25
Ejector Brass Cases . . . 6.50
5 per cent. discount on orders of 1,000 and over.

Apply to
Wm. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1897.

PORTLAND CEMENT

J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.
Hongkong, 18th September, 1899.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED
is now prepared to receive perishable provisions for Cold Storage at EAST POINT, at Moderate Rates.

